

A project of the Lewelling NDA located in Milwaukie, OR

Project dates: June - October, 2021

Questions: lewellingndachair@gmail.com

Thank you to the members of the LNDA Transportation Committee: Ellen and Tony Campos, Nick d'Alonzo, Howie Oakes, Rebecca Stavenjord, Philip Stose, David Stratton, and Sara Van Dyke. Special thanks to LNDA PSAC rep: Aaron Maples.



Lewelling Neighborhood Street Jurisdiction

Problem Statement:

Members of the Lewelling Neighborhood District Association (LNDA) have come together to engage community members in conversation pertaining to transportation infrastructure, traffic calming, and safety issues. LNDA utilized member experience in community outreach and engagement to design and disseminate this traffic survey.

The following report began in response to the growing volume and speed of vehicular traffic affecting pedestrian and bike safety. With this report, respondents share their concerns and recommendations to their community and the City of Milwaukie in order to influence the Transportation Systems Plan (TSP) which will be facilitated by the City of Milwaukie in fall of 2021.

These concerns about traffic issues are not new. Since 2007, there has been considerable study, discussion and reports through City Council, Public Works, PSAC, and Planning Commission documenting these ongoing issues and generating solutions. (See background references below, under appendices)

The City will start the new Transportation System Plan outreach study meetings in 2022 and needs reliable data. We believe the results of this survey need to be a substantial part of that effort for the Lewelling neighborhood.

Methodology:

We chose to conduct a traffic survey of the Lewelling neighborhood to engage residents in preparation for the TSP. An online survey was developed in order to generate maximum responses. We supplemented this with outreach to retail businesses in the neighborhood to reach residents who may not be connected to virtual community building platforms.

We published the survey link on social media through Milwaukie Chit Chat and Next Door. We contacted several organizations in the Lewelling neighborhood who could publish the survey flyer and link via their online platforms. We published a Spanish translation of the flyer, and a survey link for posting to social media. Lewelling and Ardenwald Elementary shared our information with members via Facebook. Wichita Evangelical Church and UCC Kairos were enthusiastic about our efforts and published the survey link with congregants on their websites and Facebook platform.

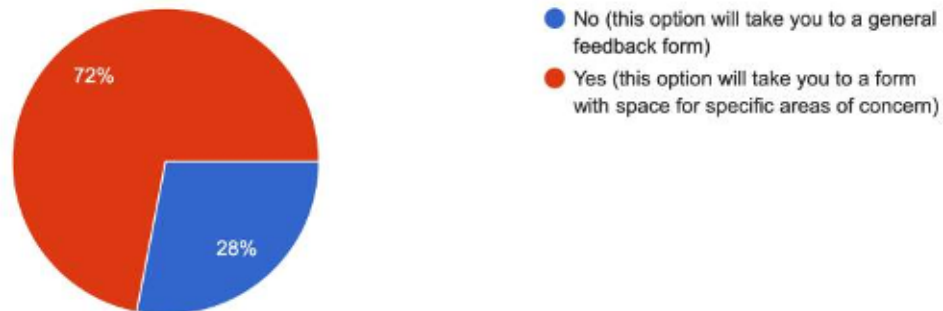
Members of our committee contacted the businesses and retailers in and around the Lewelling neighborhood to ask for their support in advertising our survey. The response we received was 100% in support of our Traffic Safety Project, many of the people we contacted had personally witnessed traffic accidents in front of their business location.

Finally, we used print media to share our survey with a wider audience. We published the survey flyer and link in the NDA section of the September edition of City of Milwaukie *Pilot*. Also, in a September issue, the *Clackamas Review* published a letter to the editor about the survey and a front page news article, detailing our efforts and the survey link.

The survey tool provided two tracks for respondents to choose from when providing their answers (see image below): one for general feedback, and another with space for specific concerns or descriptions of problem areas.

Do you have feedback about SPECIFIC streets, intersections, and/or crosswalks in the Lewelling neighborhood?

157 responses



Both tracks contained similar baseline questions about speed levels and preferred enhancements to transportation infrastructure. The section with specific concerns consisted of largely qualitative responses which were tabulated to provide summaries of concerns. The raw data will be used by the LNDA TSP reps to further advocate for changes and priorities expressed by survey participants.

When possible, baseline question responses that were similar in each track were combined to provide a full picture of the priorities in the neighborhood.

Summary:

The online survey was open from August 1st to September 30th, 2021 and garnered 157 responses. Partner businesses and organizations totalled 34 and contributed to the success of the project through leveraged investment. Additionally, LNDA committee members set up a booth at the Milwaukie Carefree Sunday event in August to engage with residents about the project and kick off the launch of the online survey tool.

More than 95% of survey respondents use streets in the Lewelling neighborhood by car, bike, and/or as pedestrians. They live, work and spend significant time in

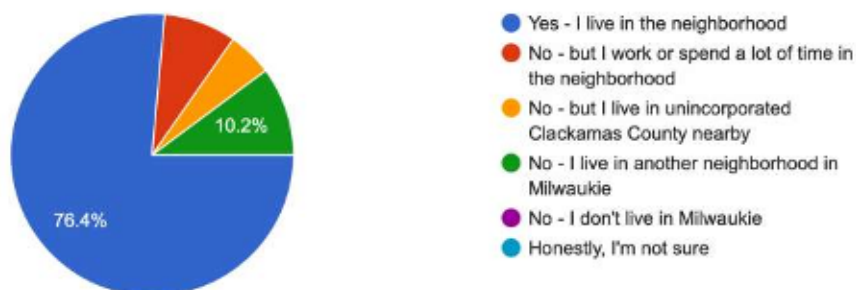
the neighborhood. Approximately 75% of respondents felt that vehicles in the neighborhood travel a lot faster than they should. They supported speed bumps, flashing crosswalks and digital speed readers as the most important traffic calming measures to address this problem.

The streets mentioned most often by respondents are: Stanley, Wichita, King and Logus. Stanley was mentioned more than 1/3 of the time. Many responses also referenced issues with 42nd and 43rd Ave but those streets have already been prioritized by Milwaukie transportation projects which will begin in 2021.

Survey Data:

A majority of respondents live, work, or spend a lot of time within the Lewelling neighborhood. A small percentage live nearby in unincorporated Clackamas County which rests on the eastern edge of the neighborhood boundary and shares streets in question. Approximately 10% indicate that they live in another neighborhood in Milwaukie but expressed concern for traffic improvements that the committee felt should be included in some way in the TSP engagement. The committee is willing to share aggregated data for that purpose, as well as any necessary survey tools or methodology.

Do you live in the Lewelling neighborhood? (The area in BLUE below: S - Johnson Creek, N - King Road, W - Linwood Ave and E - 42nd/43rd Ave)
157 responses

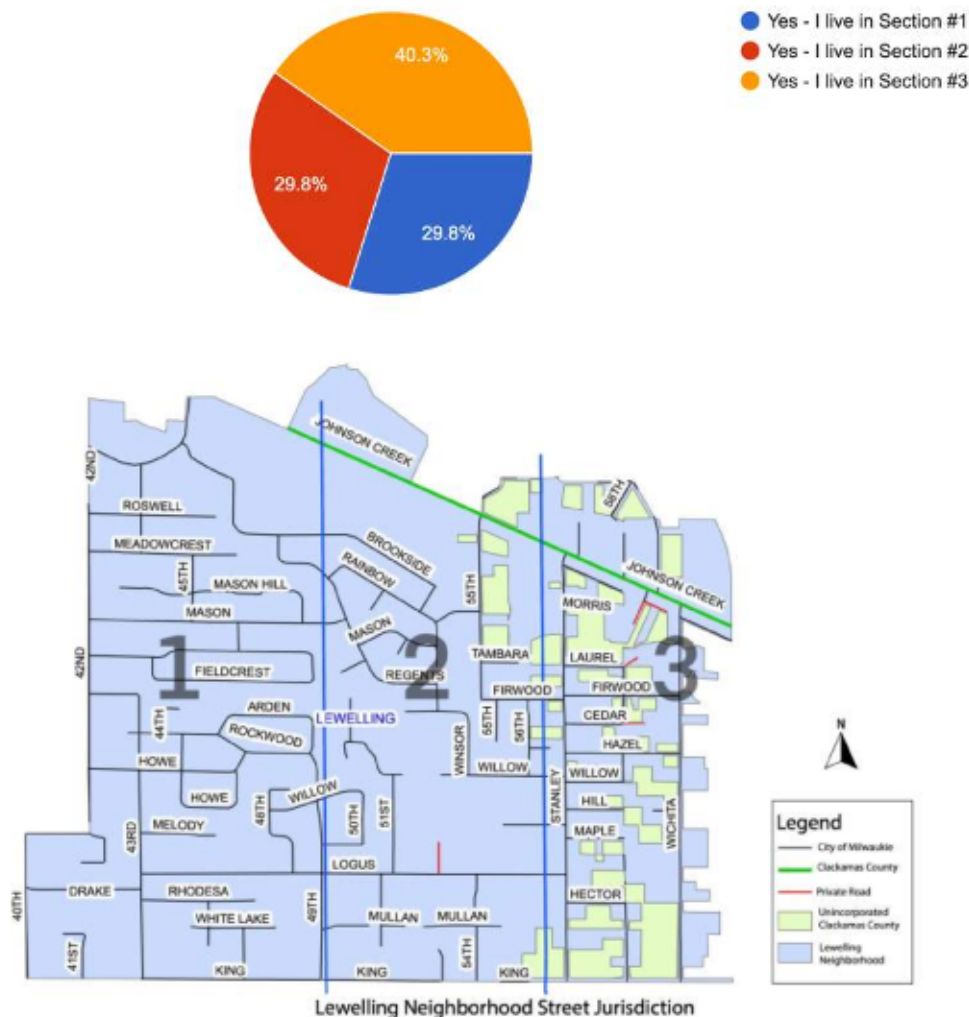


In addition to asking if respondents lived in the Lewelling neighborhood, the transportation committee created three segments of the neighborhood to further identify where additional outreach may be required. The following graph shows distribution of responses from those who live in one of those three segments.

There were 32 responses which either left this section blank or who use the streets but live outside the neighborhood boundaries.

If you live in the Lewelling Neighborhood, which section of the neighborhood do you live in?

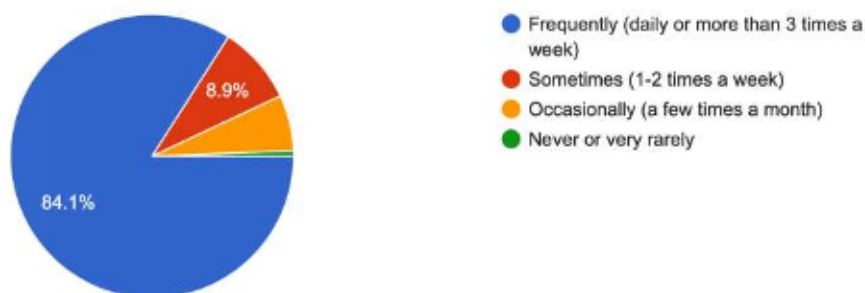
124 responses



The survey also asked how often respondents used the streets in Lewelling, and how they got around. An overwhelming majority of survey respondents indicate travelling neighborhood streets frequently via a variety of modes (vehicle, bike, by foot, even skateboard).

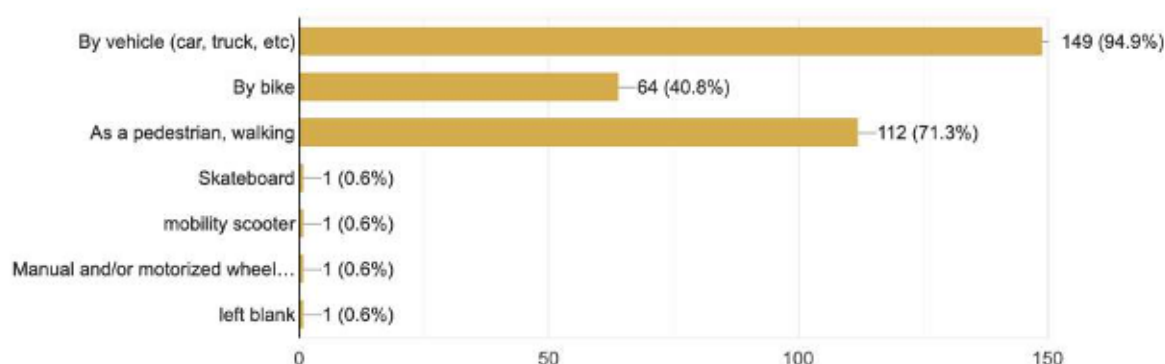
How often do you travel the streets in the Lewelling Neighborhood?

157 responses



How do you get around in the neighborhood? (Check all that apply)

157 responses

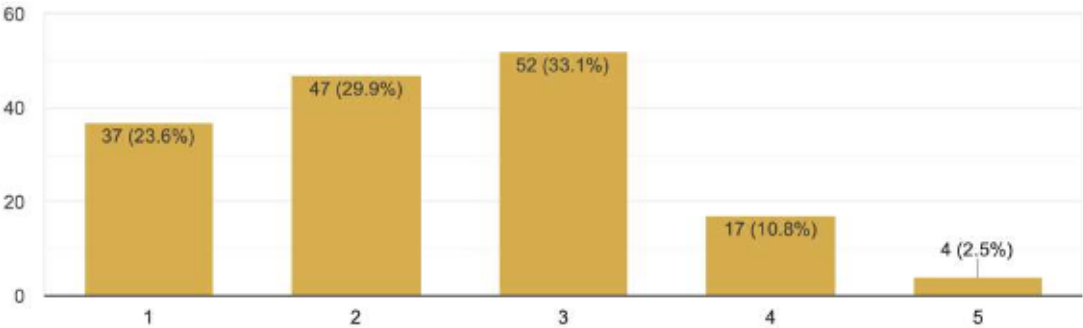


The survey then asked about levels of happiness with the transportation infrastructure in the neighborhood. We found that more than 50% of responses were very or somewhat unhappy with those conditions. Roughly a third of responses were neutral on this Likert scale.

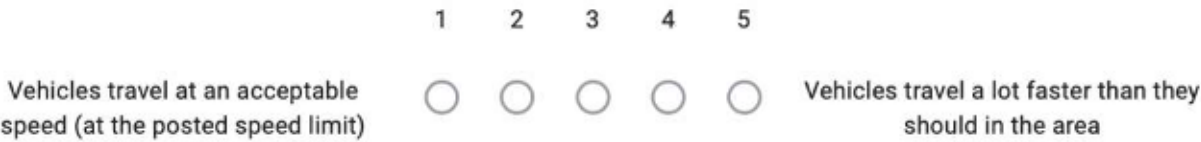


How happy are you with the STREETS, SIDEWALKS, INTERSECTIONS, and CROSSWALKS in the neighborhood?

157 responses



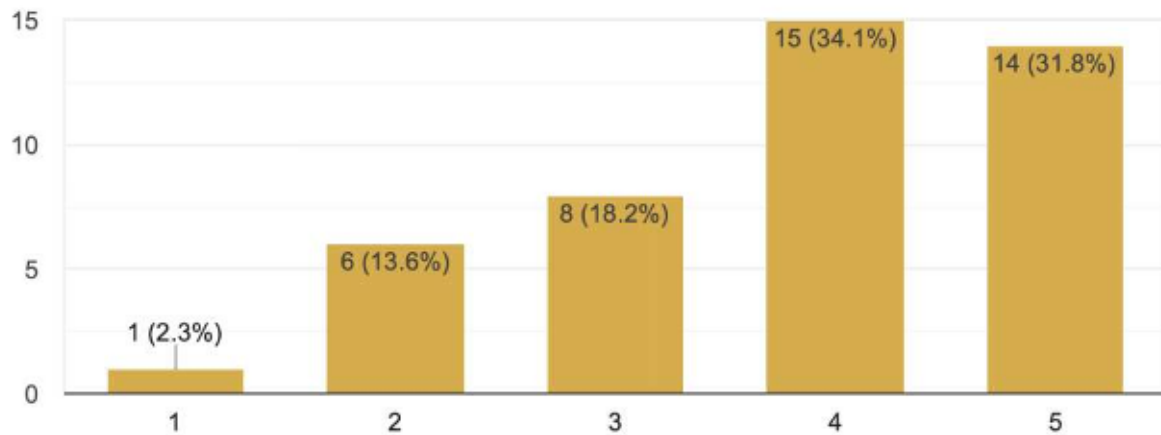
When survey respondents were asked about their feelings on speed levels in the neighborhood, combined percentages indicated approximately 75% felt speed was a problem. The following graphs show responses from the general survey track, the specific survey track, and lastly the combined totals from both tracks combined.



General survey response feedback

What do you think about speed levels on streets in the neighborhood?

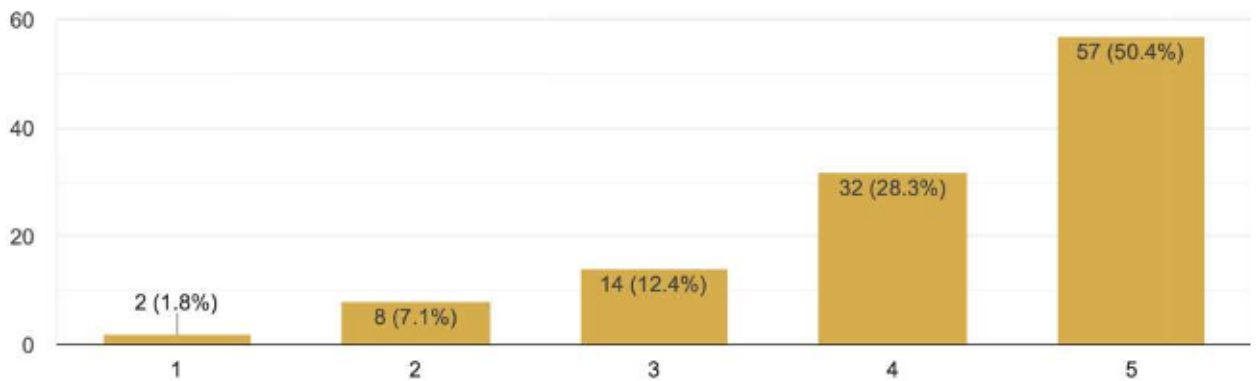
44 responses



Specific survey response feedback

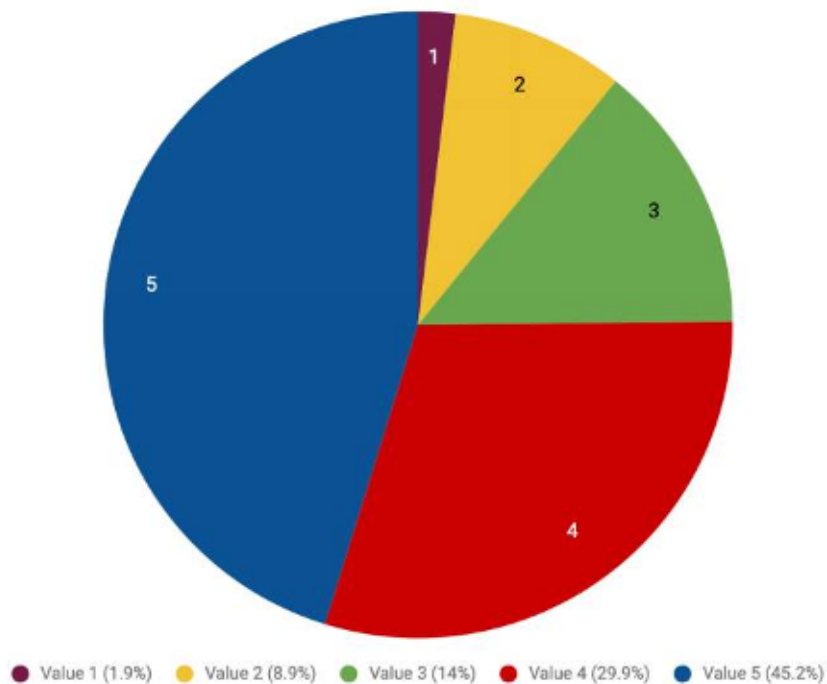
What do you think about speed levels on streets in the neighborhood?

113 responses



Combined total response feedback

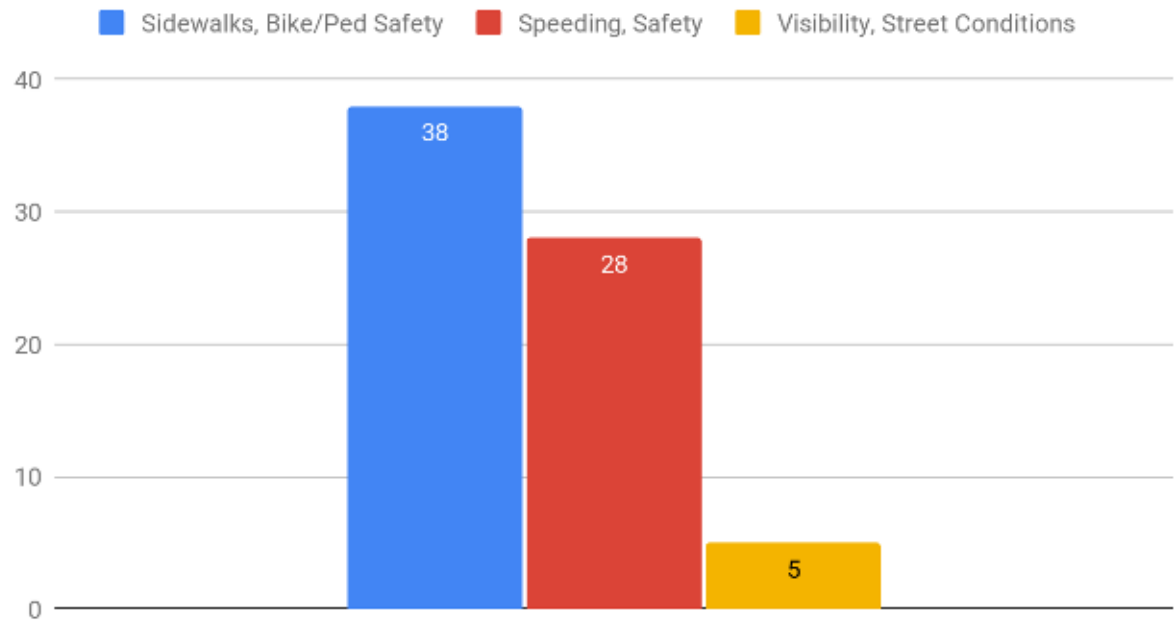
What do you think about speed levels on streets in the neighborhood? (n=157)



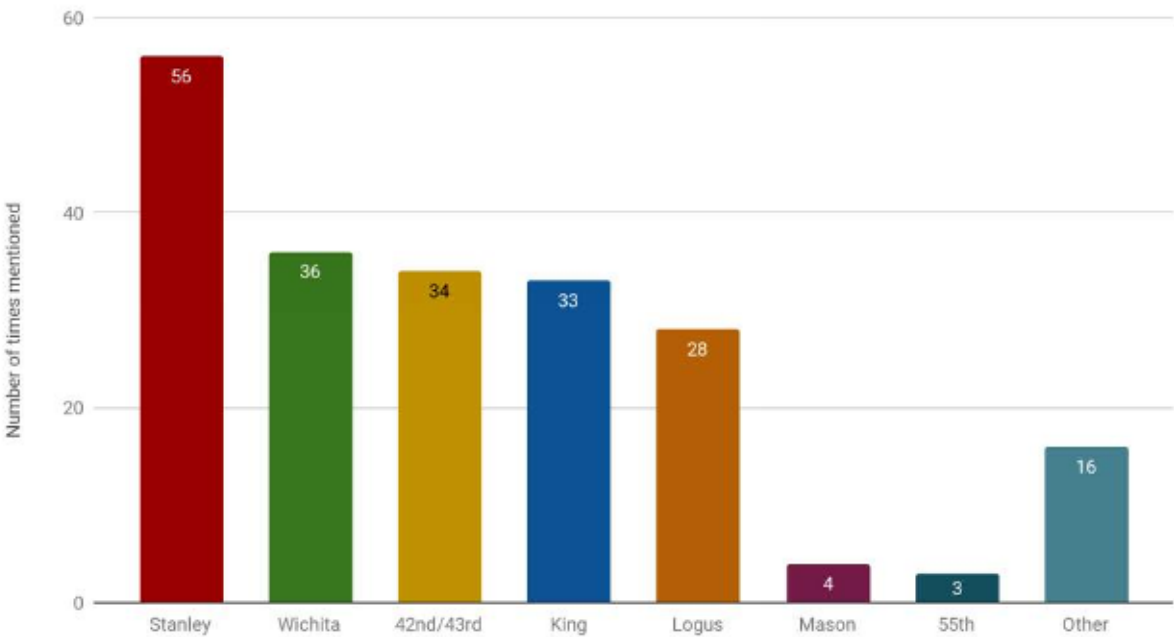
The survey also asked about general survey concerns which the committee tallied into categories of “sidewalks, bike/pedestrian safety”, “speeding, vehicular safety”, and “visibility, street conditions”. These responses were open-ended and often involved multiple stated concerns per respondent. Over 70 general concerns were shared.

Specific areas were also tallied into categories of local streets. These responses varied greatly, we looked for themes and mention of specific streets or areas of the neighborhood. When general concerns were mentioned, those were added to the previous tally for general concern. Those responses were not duplicated because the survey tool was split into ‘general’ and ‘specific’ tracks.

General Survey Concerns



Specific Areas of Concern

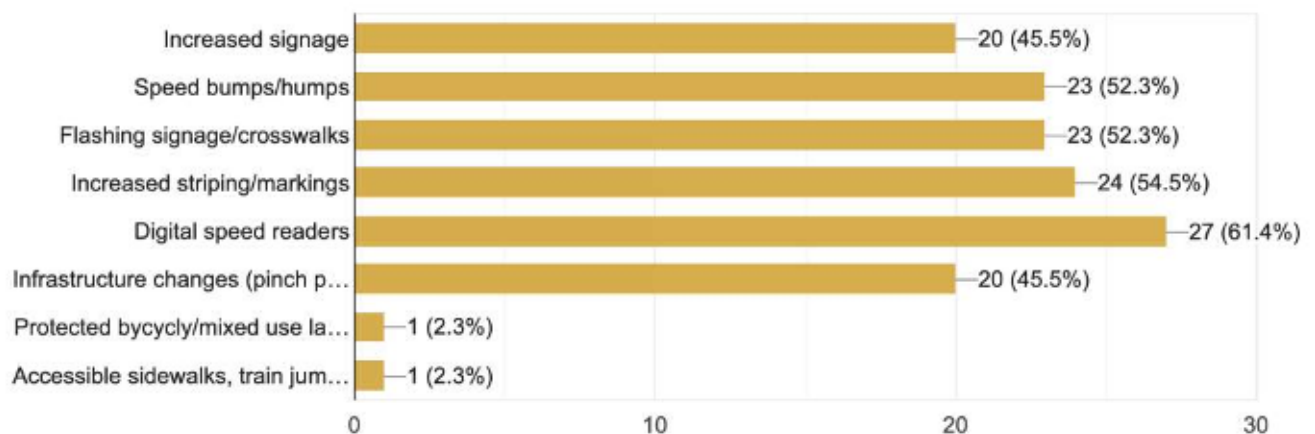


The committee was interested in sharing education about traffic calming best practices and improvements that could be considered. We did that by providing printed materials in person and links to traffic safety websites through the online survey tool. The survey also included photos of various traffic calming measures for visual familiarity to accompany the terms. The following charts include responses from the general and specific tracks, as well as the combined totals.

General survey response feedback

Which traffic calming techniques would you like us to consider for improvements in the neighborhood? (Check all that apply)

44 responses

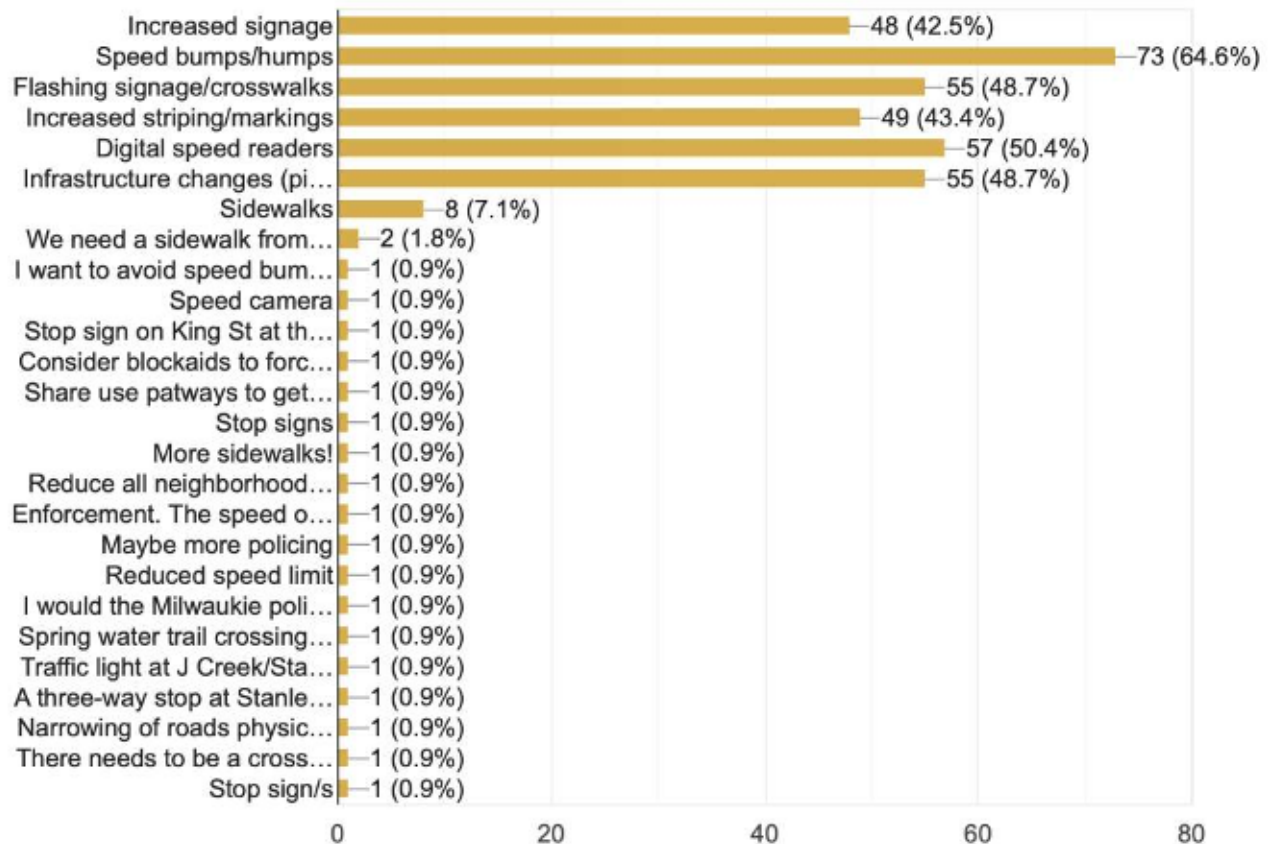


Specific survey response feedback

Note: 12 self-responses for sidewalks, may reflect duplication from previous question

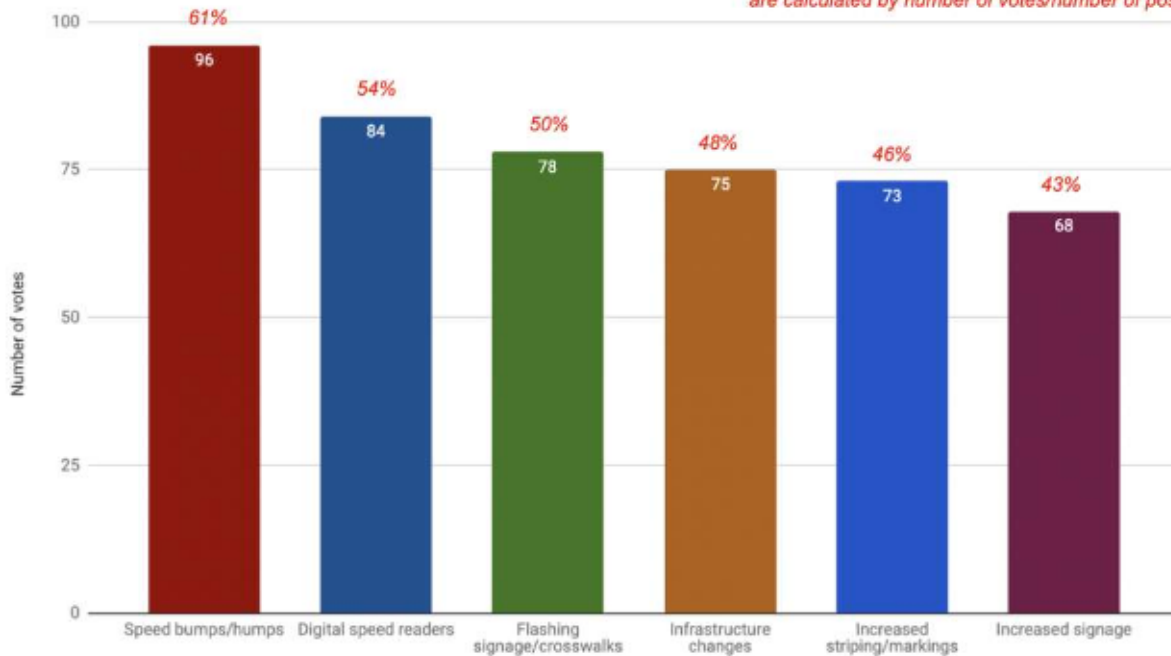
Which traffic calming techniques would you like us to consider for improvements in the neighborhood?

113 responses



Proposed Improvements (Combined)

Note: Each respondent could select multiple options, percentages are calculated by number of votes/number of possible votes (157)



Quotes from residents:

"People are not acknowledging the 25MPH speed sign & are racing down the road multiple times a day. They do not realize there are children present almost every day, as that is a school bus stop. It's concerning and I feel like we need speed bumps or a speed check system. Something needs to be done as this has gone on for far too long & it seems like the ones driving don't care until something terrible happens. I'm also a resident of an apartment complex and I'm sick and tired of being tailgated just trying to get in my driveway."

"My family and I live in the Linwood neighborhood but Seth Lewelling is our designated school. We live close enough that we like to walk to school, but crossing King can be rather dangerous, especially with little kids. There are quite a few families at Seth Lewelling that also live South of King. We need more crosswalks, or some stop lights (especially at the King/Stamley intersection)."

"Mason Lane needs some speed control, people use that to cut through and are going way too fast, kids coming up the hill aren't in a line of sight until it's too late. Someone is going to get hurt. The city should consider a protected lane on that section of Mason Lane."

"The crosswalk at Logus and Stanley is frequently ignored by drivers. We could use flashing lights there."

"SE 49th ave is a very rough road. There are no sidewalks in the majority of the neighborhood and street parking creates tight places and blindspots for pedestrians and drivers."

"Folks typically don't stop at crosswalks to let pedestrians including parents with strollers across busy streets - particularly King Road."

"Our street (King) lacks proper ADA-compliant sidewalks. Combined with the high rate of speed, the lack of wide-enough sidewalks is dangerous. People can't safely navigate the sidewalks with a wheelchair or stroller and they end up having to use the bike lane. The cars aren't careful or slow so it's a dangerous thing to even travel along King if you're not in a car."

"As a parent with 2 young children we spend a lot of time traveling between our house on Johnson Creek Blvd and Ball Michel Park as well as walking daily to Seth Lewelling our neighborhood school. Traveling through the neighborhood can be difficult and intimidating due to the narrow roads and high rates of speed that cars travel. We generally find most drivers unwilling to slow down and unsympathetic to a family walking along any of the roads in our neighborhood."

"Not having sidewalks is fine if cars travel carefully but Stanley is a pass through between Johnson Creek and King and people literally race through it. If we could do something to deter that type of usage of the road, I think those who live on the street and surrounding will be more careful. I would love for speed bumps or roundabouts at intersections to slow everyone down and decrease the cars just cutting between the two main streets."

"Sidewalks allow safe places for neighbors to travel and congregate in turn building community connectedness."

"Safety of pedestrians of all ages and abilities is the most important to me, from toddlers on trikes to people in wheelchairs, walkers and everyone in between."

Recommendation:

Based on these survey responses, Stanley and Wichita emerged as the streets with highest priority remediation. Traffic calming measures that garnered the greatest support are speed bumps, flashing signs and crosswalks, and digital speed readers. These are cost effective, minimally disruptive to install and will have a significant dampening effect on traffic issues. We strongly recommend, as a first step in traffic calming for Lewelling, that these two streets have such measures installed by the City.

An innovative solution must be proposed to address specific responses that cited the Stanley and King intersection as a critical problem for pedestrians and cyclists that are crossing King, especially during drive time. Moreover, there are bus stops on both sides of King at Stanley; so bus riders have an added problem in crossing that arterial. To reduce traffic hazards at this chokepoint, we recommend a flashing crossing light and crosswalk at the King and Stanley intersection.

42nd and 43rd Avenues were cited as streets needing traffic calming measures. However as of 2021, work funded by the [Safe Access For Everyone \(SAFE\)](#) program has started on such measures.

There were several other local streets mentioned in the survey responses which could be further studied through installation of low cost solutions and/or additional community engagement through the TSP. To address other streets mentioned, Mason Lane and 55th St, we recommend low cost solutions, such as speed readers, that would be immediately effective. Our committee is willing to provide aggregated data to further illustrate all areas of need summarized from the survey.

This project is a result of volunteer contributions and leveraged community support. The Lewelling Neighborhood District Association will continue to be involved in the City of Milwaukie's Transportation Systems Planning process and looks forward to a productive dialogue with the City to address concerns expressed by the more than 150 neighbors who took time to participate in this project.

This report was approved by the LNDA unanimously on: November 10, 2021

Appendices:

Brochure/flyer

(please request copies electronically via the Lewelling NDA)



Traffic Safety Project

Just five minutes of your time helps us plan safe streets for decades!

<https://bit.ly/LNDATrafficSafety>
(closes Sept 30, 2021)

This project is prompted by the growing volume and speed of traffic culminating in the tragic hit and run fatality of a 2-year old child in the summer of 2020.

That child was a resident of the Lewelling Neighborhood and we would like to be a strong voice for change in the upcoming Transportation Systems Plan facilitated by the City of Milwaukee in fall 2021. We'd like your voice to be included.

The survey is anonymous and you will not be contacted by anyone until you wish it.

The results of this survey will be compiled to reflect the priorities in our neighborhood.

They will inform the Transportation System Planning process and we will use this data to advocate for safer streets.

Talk to us!

Lewelling Neighborhood Association
LewellingNDACHair@gmail.com

Facebook: [@LewellingNDA](#)
or online at:
<https://www.milwaukeeoregon.gov/citymanager/lewelling-nda>



(tri-fold, pt 1)

This project was put together by volunteers right here in the Lewelling neighborhood.

THANK YOU to all the businesses who have worked with us to share information on your bulletin boards and front counters.

THANK YOU to all the organizations who have helped us get the word out about this to your networks, members, and congregations.

THANK YOU to everyone who has taken a little bit of time to fill our survey out and share your concerns about traffic safety.

We will gather all your voices with us when we participate in the City of Milwaukee's Transportation Systems Plan process, which determines transportation priorities for years to come in our community.

If you would like to get involved in this project, or any of our work in Lewelling, please reach out! LewellingNDChair@gmail.com



**The survey takes 5-10 minutes of your time.
Closes 9/30/21.**

<https://bit.ly/LNDATrafficSafety>



(tri-fold, pt 2)

**LEWELLING
NEIGHBORHOOD
DISTRICT ASSOCIATION**

TRAFFIC SAFETY PROJECT

Just five minutes of your
time helps us plan safe
streets for decades!

<https://bit.ly/LNDATrafficSafety>



**Survey is open until
September 30, 2021.**

Help our community develop
strategies for safer streets in
Milwaukie!

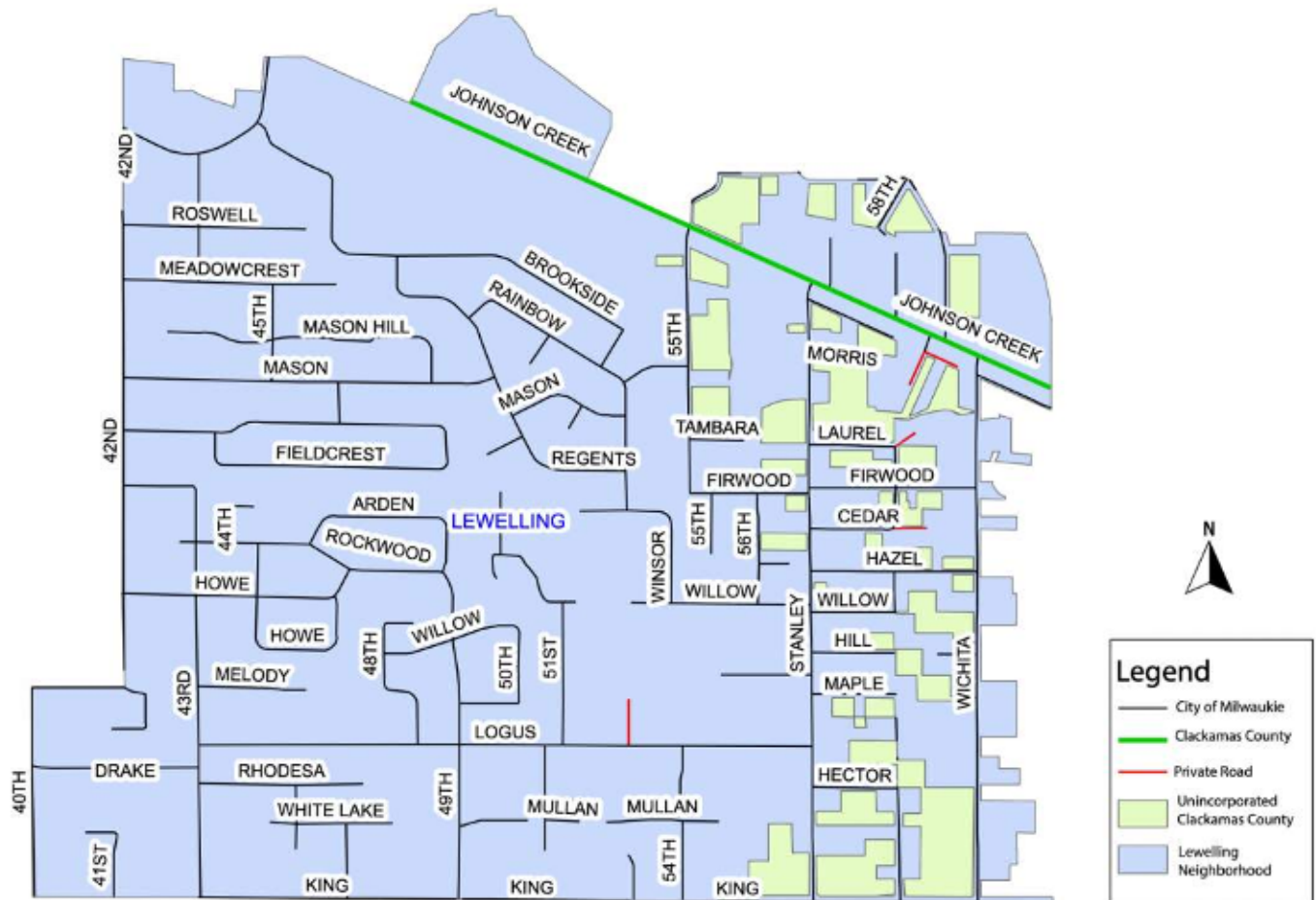
Your Lewelling NDA meets
monthly on the 2nd
Wednesday at 6:30pm.

Find us on Facebook @LewellingNDA
or at: <https://www.milwaukieoregon.gov/citymanager/lewelling-nda>

This project is prompted by the growing volume of and speed of traffic culminating in the tragic hit and run fatality of 2-yr old Jack Barrett in the summer of 2020; and the upcoming Transportation Systems Plan which will be facilitated by the City of Milwaukie in fall 2021.

Traffic calming/safety will be a priority in that planning process and we want to make sure our neighborhood has a voice. The survey is anonymous and you will not be contacted by anyone until you wish it. The results of this survey will be compiled this fall to reflect the priorities in our neighborhood. Two members of your NDA will be chosen to represent us in the Transportation System Planning process and they will use this data to advocate for safer streets.

Map of Streets in LNDA



Lewelling Neighborhood Street Jurisdiction

U.S. Census Data (ACS 5-Year Estimate) shows that the neighborhood of Lewelling experienced a growth of 3.1%, slightly greater than the City of Milwaukie as a whole which grew by 2.1%. Milwaukie serves as a bedroom community of the City Portland. This has led to higher traffic volumes along S.E King Rd. and S.E. Johnson Creek Blvd. The Lewelling neighborhood is caught in between these arterials.

List of businesses and organizations

The Lewelling Neighborhood District Association and Traffic Safety Committee would like to thank the following businesses and organizations for their assistance in sharing the survey on traffic safety in the neighborhood. Because of this partnership the neighborhood was able to get even stronger response and feedback on concerns and needed improvements in Lewelling. Your support is appreciated!

3rd Rock Chiropractic, Ardenwald School, the Barrett Family, Couture Nails, FastTrak, Golden West Industries, Great American Video, Happy Tails Pet Centre, Hong Kong 97 Restaurant, Johnson Creek Dental Care, Kenneth Downing, DMD, Lewelling School, Linwood Animal Clinic, Lisac's Fireplaces & Stoves, Mail House Plus, Milwaukie Cafe, Mo Betta Deli, New Life Dog Shelter, Northwest Family Services, Papa Murphy's Pizza, Phillip J Wilber, CPA, Roswell Market, Safeway, Safe Routes to School, Smith Rock, Stronger Skatepark, Super Burrito Express, Trish Fellows Tax Service, Kairos-Milwaukie United Church of Christ, Wichita Evangelical Church, Wichita Feed & Hardware, Wild Pear Preschool, Wiley Services, Zappos Pizza.

Historical Background:

On October 20, 2009 The Milwaukie City Council signs Resolution # 66-2009 accepting jurisdiction of all the Streets in the area referred to as "Dual Interest Area "A" in Urban Growth Management Agreement (UGMA)

On December 22, 2009 the Clackamas County Board of Commissioners signs Order #2009-127 transferring the Jurisdiction of all the streets in the area referred to as "Dual Interest Area "A" in UGMA to the City of Milwaukie

5/6
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**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

In the matter of transferring to the City of Milwaukie, jurisdiction over portions of 55th Ave, Stanley Ave, Stanley Pl, Hollywood Ave, Wichita Ave, 58th Dr, Laurel St, Finwood St, Cedar St, Hazel Pl, Hill St, Willow St, Maple St, Hector St, and King Rd. County Road No. 1239, 1329, 1860, 2452, 0668, 1239, 2330, 2329, 2328, 2326, 2324, 2327, 2325, 2465, 2361. D.T.D. No 12019, 12033, 12040, 12071, 12020, 12136, 12046, 12045, 12043, 12037, 12047, 12041, 12048, 12072, 12153.

Order No.
Page 1 of 3 2009-127

FILED
DEC 22 2009
Sherry Hall
Clackamas County Clerk

This matter coming before the Board of County Commissioners as a result of a request from the City of Milwaukie, by Resolution Number 66-2009, dated 10-20-2009, and the preceding negotiation between the City of Milwaukie and Clackamas County Department of Transportation and Development to transfer portions of the following roads:

Road Name	Cnty #	OTD #	From	To	Square Feet
55 th Avenue	1239	12019	MP0.000	MP0.302	62,680.0
Stanley Avenue	1329	12033	MP0.000	MP0.680	142,280.0
Stanley Place	1860	12040	MP0.000	MP0.050	9,000.0
Hollywood Avenue	2452	12070	MP0.000	MP0.120	117,000.0
Wichita Avenue	0668	12020	MP0.000	MP0.590	128,040.0
58 th Drive	1239	12136	MP0.000	MP0.180	31,800.0
Laurel Street	2330	12046	MP0.000	MP0.090	24,950.0
Finwood Street	2329	12045	MP0.000	MP0.120	54,890.0
Cedar Street	2328	12043	MP0.000	MP0.090	19,539.0
Hazel Place	2326	12037	MP0.000	MP0.050	18,520.0
Hill Street	2324	12047	MP0.000	MP0.090	18,520.0
Willow Street	2327	12041	MP0.000	MP0.090	18,520.0
Maple Street	2325	12048	MP0.000	MP0.090	14,520.0
Hector Street	2465	12072	MP0.000	MP0.090	19,000.0
King Road	2361	12153	MP0.980	MP1.070	27,300.0

; and, Clackamas County Official Records
Sherry Hall, County Clerk 2009-087698



NO FEE

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CCP-PW3 (2/9)

(page 1 of 6, full doc available)

The City of Milwaukie is currently operating under the 2007 Transportation System Plan (TSP) , first revised on November 19, 2013, last revised on October 20, 2018

<https://www.milwaukieoregon.gov/engineering/transportation-system-plan>

On September 5, 2017 the Milwaukie City Council adopted The Milwaukie Community Vision and Action Plan

https://www.milwaukieoregon.gov/sites/default/files/fileattachments/planning/page/46881/2017_community_vision_september_2017.pdf

On August 18, 2021 the Milwaukie City Council adopted the new Comprehensive Plan document

https://www.milwaukieoregon.gov/sites/default/files/fileattachments/planning/page/75331/adopted_comprehensive_plan_document_aug_2020.pdf

Traffic Calming Educational links:

Federal Highway Administration

https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

<https://www.youtube.com/watch?v=bkz026kKpRU>

Institute of Transportation Engineers

<https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>